

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Claims 1-16 (Canceled).

17. (New) A fuel injection apparatus, comprising

a high-pressure reservoir (7) by way of which fuel at high pressure is delivered to a fuel injector (40),

a control chamber (41) actuating an injection valve member (44) of the fuel injector (40) a nozzle chamber (48) surrounding the injection valve member (44),

the high-pressure reservoir (7) and the fuel injector (40) communicating with one another via a high-pressure line (8, 27), and

a compensation device (9) located in the high-pressure line (8, 27) between the high-pressure reservoir (7) and the fuel injector (40), the compensation device (9) establishing either a throttled connection (19) or an unthrottled connection (21) between the high pressure line (8, 27) and the high pressure reservoir (7).

18. (New) The fuel injection apparatus as recited in claim 17, wherein the compensation device (9) comprises a pistonlike compensation element (11) located displaceably inside a housing (28).

19. (New) The fuel injection apparatus as recited in claim 18, wherein the compensation element (11) comprises opposed end faces (13, 14) and is acted upon on one of its face ends (13, 14) by a prestressing spring, which positions the compensation element (11) against a stop (12) located in the housing of the compensation device (9).

20. (New) The fuel injection apparatus of claim 19, wherein the housing (28) includes an inlet (16), by way of which a first face end (13) of the pistonlike compensation element (11) is acted upon by the high fuel pressure level prevailing in the high-pressure reservoir (7).

21. (New) The fuel injection apparatus of claim 18, wherein the housing comprises an outlet (17) discharging into the high-pressure line (27), and wherein the outlet (17) can be opened by a slide (21), which after overcoming a stroke length (18) opens an unthrottled connection between the high-pressure reservoir (7) and the high-pressure line (27).

22. (New) The fuel injection apparatus of claim 18, wherein the compensation device (9) comprises a first throttle restriction (19), integrated with the high-pressure line (27) and located outside the housing (28), and a second throttle restriction (20), associated with a differential pressure chamber (29) in the housing (28).

23. (New) The fuel injection apparatus of claim 22, wherein the first throttle restriction (19) is connected parallel to a pressure chamber (10) of the housing (28).

24. **(New)** The fuel injection apparatus of claim 23, wherein the first throttle restriction (19) is located in the high-pressure line (27) between a branch to the inlet (16) and the outlet (17) of the housing.

25. **(New)** The fuel injection apparatus of claim 22, wherein the opening speed of the compensation element (11) received movably in the housing (28) depends on the throttle cross section of the second throttle restriction (20) located downstream of the differential pressure chamber (29).

26. **(New)** The fuel injection apparatus of claim 22, further comprising a throttling segment (22) is located in the line (27) downstream of the first throttle restriction (19) and of the outlet (17) of the housing (28) of the compensation device.

27. **(New)** The fuel injection apparatus of claim 17, further comprising first and second throttle restrictions (19), (20) integrated into the compensation element (11).

28. **(New)** The fuel injection apparatus of claim 27, wherein the throttle restrictions (19), (20) are embodied in a conduit (24) penetrating the compensation element (11).

29. **(New)** The fuel injection apparatus of claim 11, wherein the first throttle restriction (19) discharges at a first face end (13) of the compensation element (11) and is in communication, via a branch (25), with an outlet (17) of the housing (28).

30. (New) The fuel injection apparatus of claim 29, wherein the branch (25) discharges at the compensation element (11) in an annular chamber (26), whose axial length is equivalent to that of a slide opening (23) at the outlet (17) of the housing (28).

31. (New) The fuel injection apparatus of claim 17, wherein the fuel injector (40) includes a pressure booster (30) that is integrated with it.

32. (New) The fuel injection apparatus of claim 17, wherein the compensation device (9) is located in the high-pressure line (8, 27) between the high-pressure reservoir (7) and the fuel injector (40), on the end of the high-pressure line (8, 27) toward the high-pressure reservoir.